



2015 MOWG Flight Clinic

Major Joe St. Clair
MOWG DOV

Flight Clinic Makeup (CAPR 60-2):

Ground Phase

- **Must be included in the flight clinic.**
- Increase pilot's understanding of:
 - Rules of flight
 - Principles of flight
 - Subjects directly affecting safe flight operations

Flight Phase

- **Should be included in the flight clinic, if practical.**
- Requires accomplishment of the in-flight maneuvers necessary to operate an aircraft safely.
- Must be with CAP instructor or CAP check pilot.
- Should be limited to 1 hour of flight.
- FAA Flight Reviews, CAPF 5s, IPCs may be included as time and funds permit.

Flight clinics are not for aircrew training!

Ground Phase


- TAA aircraft have lower total accident rate but higher fatal accident rate:
 - <http://download.aopa.org/asf/TAA2007.pdf>
 - http://www.nts.gov/news/events/Pages/2014_Tech_Advanced_Aircraft_SEM.aspx
- G1000 ground training today to help us get more familiar with TAA cockpits and help to reduce the potential for future accidents.
- G1000 is the future of CAP flying. Newest C172s added to CAP fleet this year were G1000 equipped.
- Ken White, CAP Instructor, will lead this portion of the clinic.

Flight Phase

www.faasafety.gov/WINGS/pub/accreditedactivities/accreditedActivityViewer.aspx?aaid=%20177

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Activities, Courses, Seminars & Webinars - Accredited Activity Information - FAA - FAASTeam... macbook screenshot - Google Search

 Federal Aviation Administration

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Activities, Courses, Seminars & Webinars Maintenance Hangar Pilots Resources Administration Page Help

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Accredited Activity Information

Name: **ASEL-Dead Reckoning, Diversion, Slow Flight, Stalls (ATP, Comm'l, Pvt)** ([print friendly](#))

Credits:

As of 4/13/2015, Does a Credit Apply to JOSEPH MICHAEL ST CLAIR?

☒ Indicates the credit(s) can apply to your Current Phase of WINGS.

☐ Indicates the credit(s) may apply to a Future Phase of WINGS.

1 Credit for Master Flight Topic 2

Activity Number: **A070405-129**

Syllabus: [S-MF2-W1.00-080201-002-02](#)
Additional Accident Causal Factors - Category/Class

[Request Credit!](#)

From the [Commercial Pilot Practical Test Standards for Airplane](#)

1. Area of Operation VII, Task A: Pilotage and Dead Reckoning
2. Area of Operation VII, Task C: Diversion
3. Area of Operation VIII, Task A: Maneuvering During Slow Flight
4. Area of Operation VIII, Task B: Power-Off Stalls
5. Area of Operation VIII, Task C: Power-On Stalls

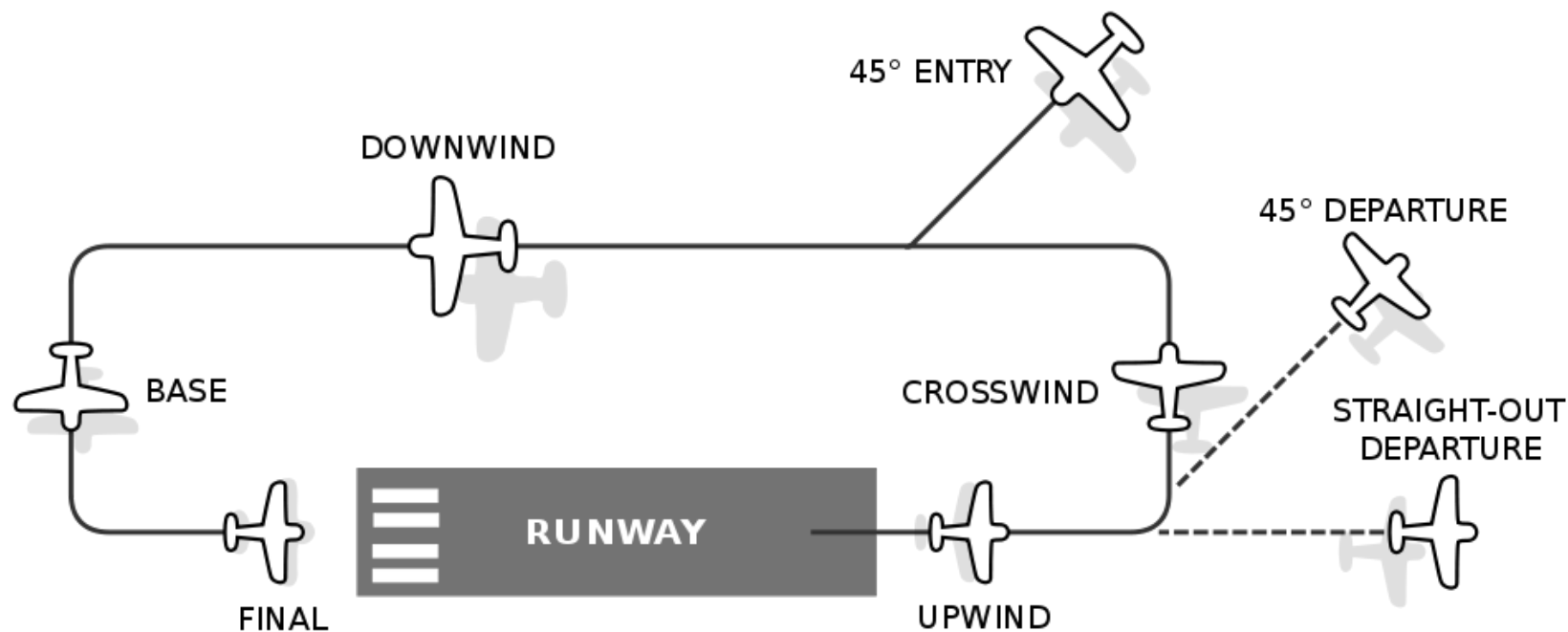
NOTE: Airmen may use an FAA-qualified and approved flight simulator or flight training device to complete certain flight task requirements when authorized by the applicable Practical Test Standards.

717aviator@gmail.com (Lead Representative) Logout

So why stalls and upset recovery?

- Safety focus for NTSB in 2015
- As pilots, we should not be scared of stalls!
- We should be able to recognize them immediately.
- We should be able to know how to recover from them safely.
- Lastly.....

We are exposed to them every time we fly.

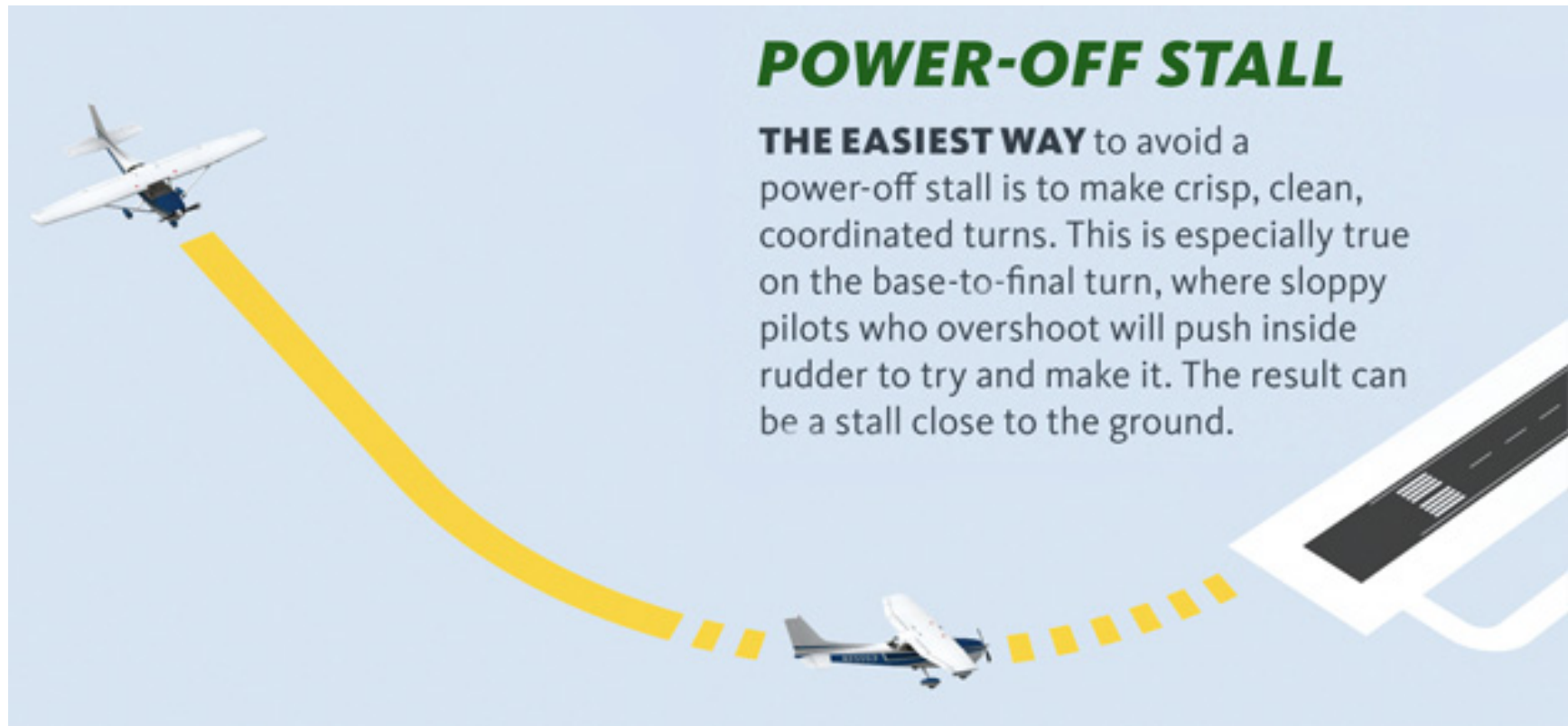


34% of stall accidents occur in the approach to landing configuration.
40% of stall accidents occur in the takeoff/departure configuration.
Source: American Bonanza Society

Take-off/Departure Stall



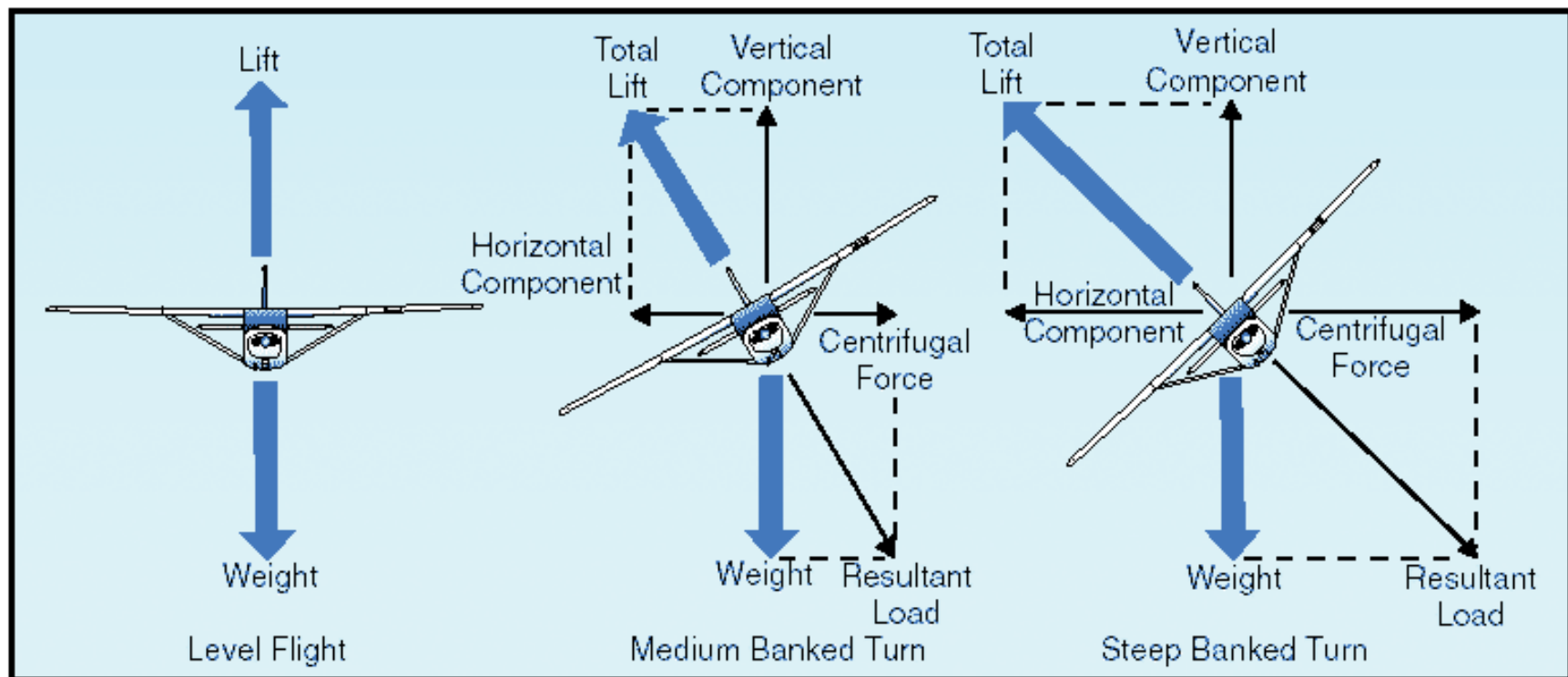
Approach to Landing Stall



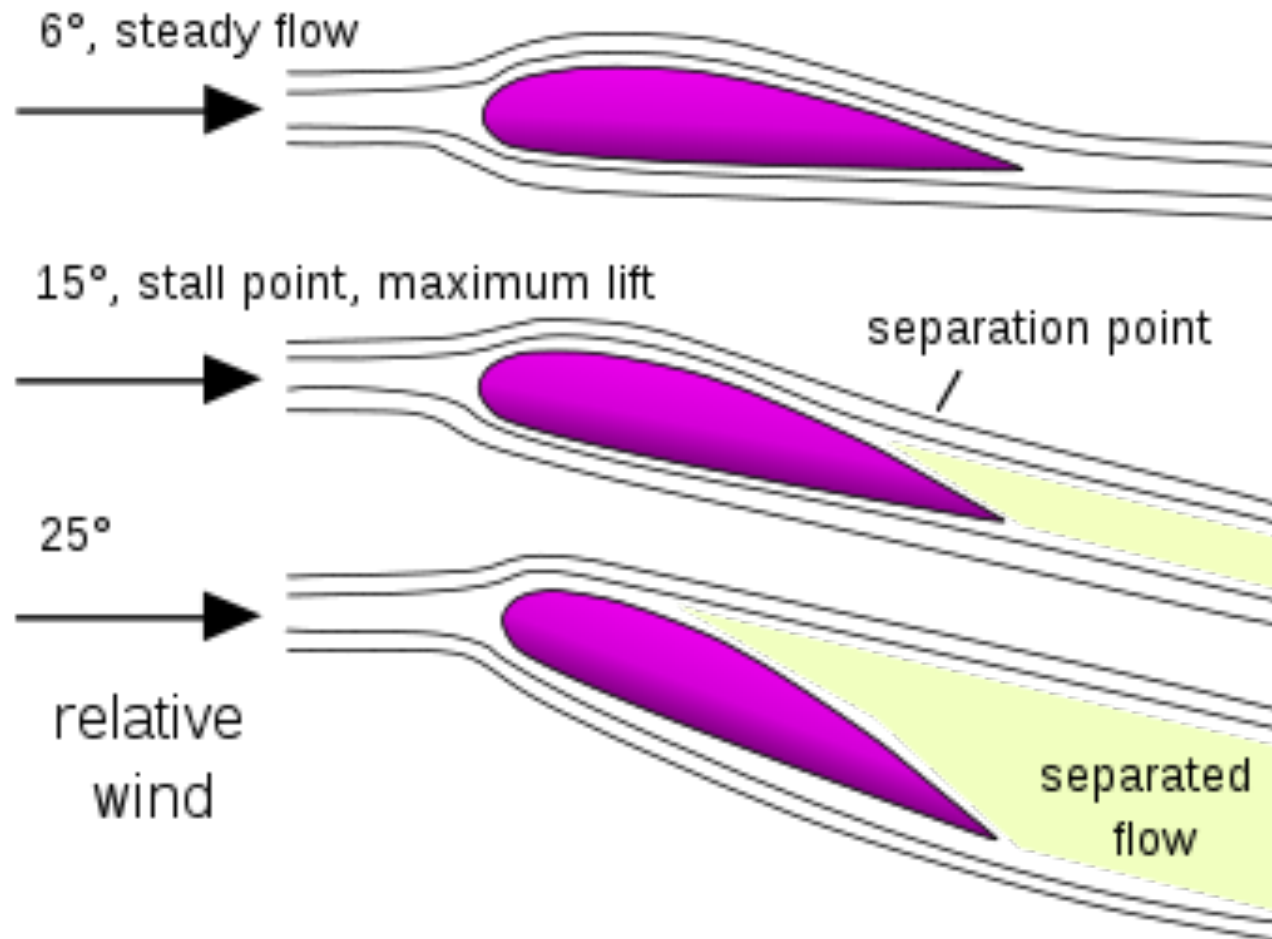
4 Forces of Flight?



What happens to lift during a turn?



What happens to airflow over wing as AOA increases



As bank angle increases what happens to stall airspeed?

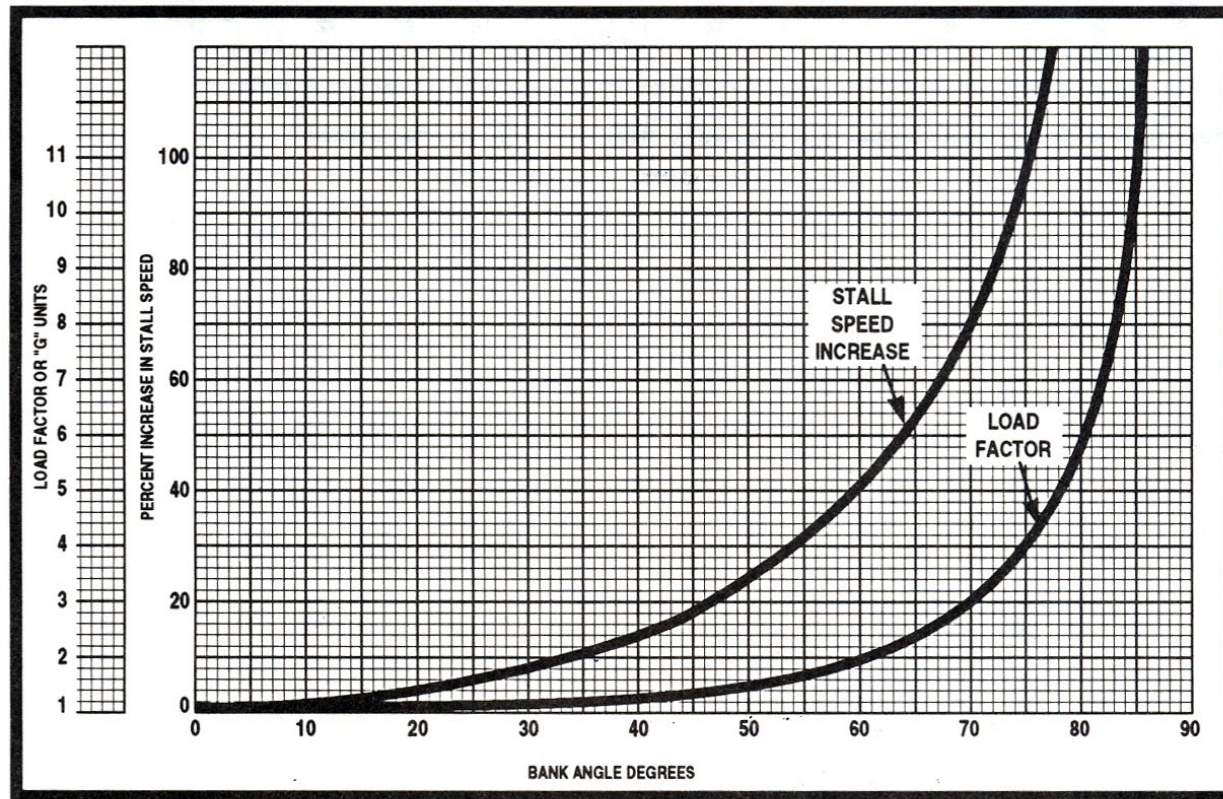


FIGURE 18.—Load Factor/Stall Speed Chart.

Let's put all that engineering stuff into pilot speak...

MOST REARWARD CENTER OF GRAVITY									
WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
2400	UP	44	51	47	55	52	61	62	72
	10°	35	48	38	52	42	57	49	68
	30°	33	46	35	49	39	55	47	65

MOST FORWARD CENTER OF GRAVITY									
WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
2400	UP	44	52	47	56	52	62	62	74
	10°	37	49	40	53	44	58	52	69
	30°	33	46	35	49	39	55	47	65

Figure 5-3. Stall Speeds

Thanks for coming and have fun!

